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November 1963

PHOTOGRAPHIC INTERPRETATION BRIEF

FIXED FIELD-TYPE MRBM LAUNCH SITES NEAR SIVTSY, GELVONAI, AND TULSKAYA, USSR

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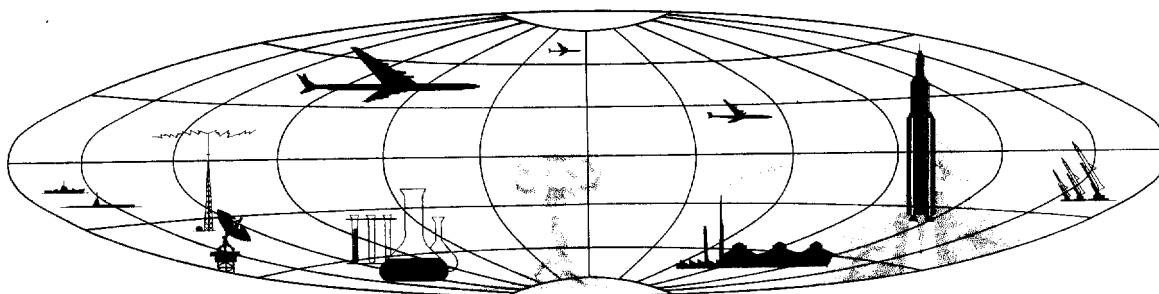
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Title: Fixed Field-Type MRBM Launch Sites Near Sivtsy, Gelvonai, and Tul'skaya, USSR	Geo Coords: See text	COMOR No: None	Publication No: NPIC/R-284/63
	NPIC Target No: See text	BE No: None	Date: November 1963
Photo Data [REDACTED]			

References: USATC Series 200, Sheets 0168-9IIL, 0168-8IIL, 0249-24AL (S)
NPIC Project J-380/63 (PC 856-63)

Following is a description of three fixed field-type MRBM launch sites in the USSR.

A fixed field-type MRBM launch site (NPIC Target No 0168-58G) is located at 55-09-30N 26-52-45E 1.3 nm SE of Sivtsy and 0.8 nm west of Postavy MRBM Launch Area No 1. The site, which is located in a thickly wooded area, consists of an outer loop road with an internal connecting road and a single launch-pad clearing (Figure 1). The clearing is situated on the southern portion of the loop road. The northern section of the loop road is 520 ft from the launch-pad clearing and is nearly parallel to the long axis of the clearing.

Although the site is deployed in close proximity to Postavy MRBM Launch Area No 1, the actual road distance between the two is approximately 4 nm. The launch-pad clearing of the Sivtsy site is oriented on an azimuth of 220°, as opposed to the 205° orientation of the launch pads of Postavy Launch Area No 1.

The Sivtsy site was first covered by [REDACTED] photography, 1/ on which a vague image of the

road was visible. Postavy MRBM Launch Areas No 1 and 2 also were present on this mission, and appeared complete.

Another fixed field-type MRBM launch site (NPIC Target No 0168-129C) is located at 55-07-15N 24-43-45E 3.6 nm NNE of Gelvonai and 2.8 nm ESE of Ukmerge MRBM Launch Area No 1 (TDI name, Vepriai). The site consists of an outer loop road, an internal connecting road, and a single launch-pad clearing (Figure 1). Just east of the launch site there are two additional cleared areas which are considered suspect launch-pad clearings. They appear to have a square or slightly rectangular outline and are connected to the launch site by a poorly defined road network. Ukmerge Launch Area No 1, although not directly connected to the Gelvonai site, is easily accessible by road. The Ukmerge launch area is oriented on a [REDACTED] azimuth, and the single launch-pad clearing at the Gelvonai site is oriented on a 35° azimuth.

First photographic coverage of the fixed field-type launch site was in [REDACTED] 1/ Sev-

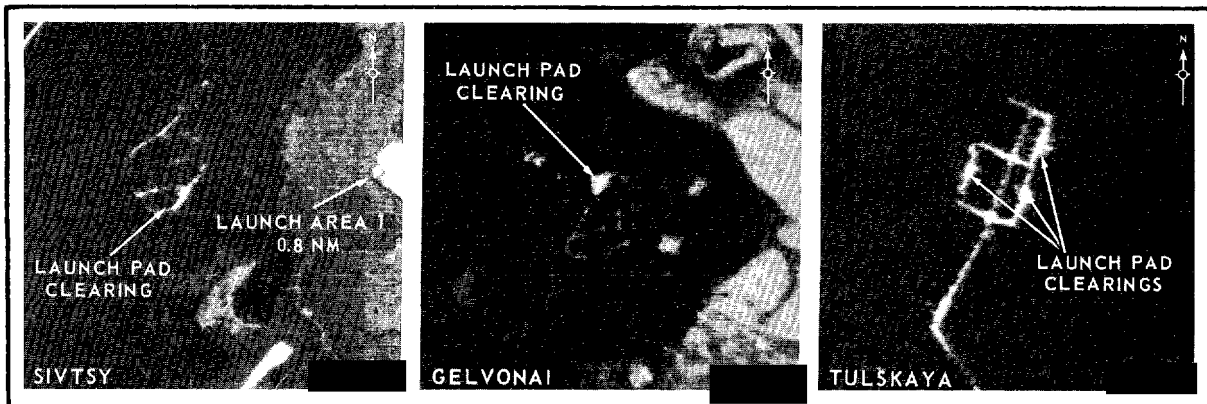


FIGURE 1. NEWLY IDENTIFIED MRBM LAUNCH SITES.

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eral subsequent KEYHOLE missions, including that of [REDACTED], did not reveal any significant changes in the layout of the site. Ukmerge Launch Areas No 1 and 2 were first observed on [REDACTED] 2/ and were visible in a completed state on [REDACTED] 1/

The third fixed field-type MRBM launch site (NPIC Target No 0249-22F) is located at 44-31-15N 40-14-15E 2.6 nm ENE of Tulskeya and 9.7 nm east of Maykop MRBM Launch Area No 1 (TID name, Kurdzhipskaya). The site, which was not present on [REDACTED] 3/ was first observed on [REDACTED] photography 4/. This coverage and that of [REDACTED] revealed the site as having three launch-pad clearings (Figure 1). Two of the clearings are positioned on the interconnected parallel roads which are separated by 480 ft. The third launch-pad clearing is situated in the NE portion of the site and is in line with the most southerly pad clearing.

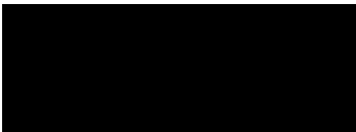
[REDACTED] photography 5/ revealed that the outer road which serves the launch pad clearings had been extended to form a rectangular pattern and a probable fourth launch-pad clearing had been added. The probable clearing is in

line with the SW pad clearing and is 490 ft from the NE launch-pad clearing.

Maykop Launch Areas No 1 and 2 (TID name, Shirvanskaya) were not present on [REDACTED] photography, 3/ and both were observed on [REDACTED] photography. 4/ Maykop Launch Area No 1 was complete at this time, whereas Launch Area No 2 was in a midstage of construction. Any road traffic between the Tulskeya site and either of the Maykop launch areas must travel via an indirect route and pass through one or more urban areas.

The launch pads of Maykop Launch Area No 1 are oriented on an azimuth of 190°, and the launch-pad clearings of the Tulskeya site are oriented on an azimuth of 205°. The launch pad separations at Maykop Launch Area No 1 are 490 ft and 500 ft, which nearly correspond to the separations at the fixed field-type site.

ADDITIONAL REFERENCES



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